

Edited by Local People (NPPF paragraph 15)

Due to the size of the council's document, only the pages that have been edited are a partt of this document. November 2021

WARRINGTON

UPDATED PROPOSED SUBMISSION VERSION LOCAL PLAN

2021 - 2038

SEPTEMBER 2021



WARRINGTON
Borough Council

Introduction and Warrington in Context

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DEV4 Economic Growth and Development
DEV5 Retail and Leisure Needs
GB1 Warrington's Green Belt
TC1 Town Centre and Surrounding Area
INF1 Sustainable Travel and Transport
INF2 Transport Safeguarding
INF3 Utilities and Telecommunications
INF4 Community Facilities
INF5 Delivering Infrastructure
INF6 Aerodrome Safeguarding
DC1 Warrington's Places
DC2 Historic Environment
DC3 Green Infrastructure
DC4 Ecological Network
DC5 Open Space, Sport and Recreation Provision
DC6 Quality of Place
ENV1 Waste Management
ENV2 Flood Risk and Water Management
ENV3 Safeguarding of Minerals Resources
ENV4 Primary Extraction of Minerals
ENV5 Energy Minerals
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ENV7 Renewable and Low Carbon Energy Development
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MD1 Warrington Waterfront
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OS1 Croft
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OS3 Hollins Green
OS4 Lymm – Pool Lane/Warrington Road
OS5 Lymm – Rushgreen Road
OS6 Winwick
M1 Monitoring and Review Policy

- 2.1.45 Sankey Valley Linear Park is an important corridor which runs north-south for over 6km through Warrington, linking the Green Belt to the north to the River Mersey in the south. It is characterised by ‘New Town’ ecology-led landscaping adjoining Sankey Brook and the St Helens Canal, and it is important for flora and fauna as well as leisure, recreation and opportunities for active travel.
- 2.1.46 Nature designations currently include 55 Local Wildlife Sites, 4 Local Nature Reserves, 4 Sites of Special Scientific Interest (SSSIs) and 3 Special Areas of Conservations (SACs). The Landscape Character Assessment for Warrington, identifies 20 defined landscape character areas across the Borough. Current mineral operations in Warrington include Southworth Quarry and Rixton Combined Site.
- 2.1.47 With regard to the built environment, the Borough possesses a valuable legacy of heritage assets across the main urban area and the Borough’s smaller settlements which need to continue to be protected and enhanced. Warrington has 379 Listed Buildings and 16 Conservation Areas, together with a large number of other buildings and structures of interest that are included on a local list. The Borough also contains 12 Scheduled Ancient Monuments, 1 Registered Battlefield and a wealth of archaeological remains.
Include the Battle of Maserfeld as non-designated heritage asset / Locally listed
- 2.1.48 Whilst the majority of designated heritage assets across the Borough are in good condition, 4 Listed Buildings and 3 Conservation Areas are included in Historic England’s Heritage at Risk Register.
- 2.1.49 The Borough’s carbon footprint emissions have historically been dominated by Fiddlers Ferry Power Station, however this ceased operation in March 2020 in line with national government seeking to close all coal-fired power stations by 2025.
- 2.1.50 There are a number of major sources of pollution contributing to pockets of poor air quality at a local level namely transport, industrial and domestic heating. In addition to local sources, there are transboundary effects from regional, national and international sources that are outside the control of the local authority. The major source of pollution at a local level though has been assessed as related to transport, primarily road.
- 2.1.51 Minimising the causes of, and adapting to the impacts of climate change is a key issue in Warrington. Indeed, the Council has declared a climate change emergency and launched a Green Energy Strategy in 2019 with the aim of becoming carbon neutral by 2030. The town is built on the flood plain of the River Mersey and at the head of its tidal estuary. It is at risk from many different sources of flooding, the main source being the River Mersey and its five key tributaries, but it is also susceptible to flooding from ordinary watercourses, surface water runoff and sewer flooding. In addition there are some residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal, and various reservoirs. The extent of areas at risk from tidal flooding at the historic heart of the

5 Policies Relating to Objective W2

Objective W2: To ensure Warrington's revised Green Belt boundaries maintain the permanence of the Green Belt in the long term.

5.1 Warrington's Green Belt

- 5.1.1 Warrington's Green Belt fulfils an important role in ensuring the separation of Warrington from neighbouring towns and cities and preventing urban sprawl extending into the countryside.
- 5.1.2 The general extent of the Borough's Green Belt will be maintained but as set out in Chapter 3, it is not possible for Warrington to meet its development needs without releasing some Green Belt land for development. The land proposed for release equates to around 5% of Warrington's total area of Green Belt.
- 5.1.3 Policy GB1 confirms the areas of land to be removed from the Green Belt and defines the revised Green Belt boundaries. It confirms the settlements which are 'inset' from the Green Belt, those settlements which are 'washed over' within the Green Belt and sets out how development proposals within the Green Belt will be assessed.

Policy GB1 - Green Belt

General Principles

1. The Council will maintain the general extent of the Borough's Green Belt, as defined on the Local Plan Policies Map, throughout the Plan Period and to at least 2050.
2. The Council will plan positively to enhance the beneficial use of the Green Belt as part of Warrington's Green Infrastructure Network.

Land removed from the Green Belt

3. The following land has been removed from the Green Belt and the amended Green Belt boundaries are shown in Figure 6:

- a. South East Warrington Urban Extension
- b. South East Warrington Employment Area
- c. Land to the east and south of Fiddlers Ferry Power Station
- d. Thelwall Heys
- e. Land at Warrington Waterfront
- f. Land at Croft
- g. Land at Culcheth
- h. Land at Hollins Green
- i. Land at Lymm
- j. Land at Winwick

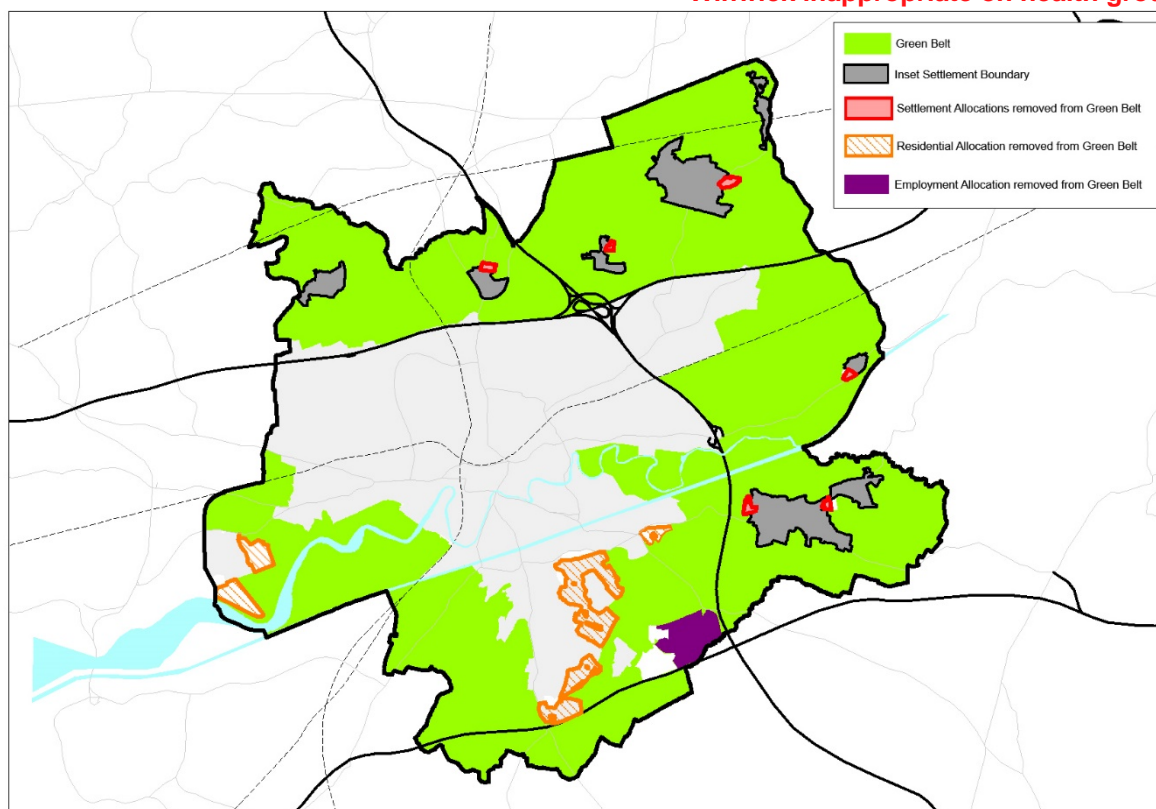
Land at Winwick is inappropriate due to the electricity overhead cable pylons on health and safety grounds and should not be removed from the Green Belt.

11. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. Financial contributions will be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most appropriate location.

12. Other forms of development defined in national planning policy to be an exception to inappropriate development within the Green Belt, will be supported, subject to meeting other relevant Local Plan policies and any relevant Supplementary Planning Documents.

Figure 6 – Amended Green Belt Boundaries

Map needs to be amended due to land at Winwick inappropriate on health grounds



Why we have taken this approach

Removal of Land from the Green Belt

- 5.1.4 The National Planning Policy Framework (2021) states that ‘once established, Green Belt boundaries should only be altered where ‘Exceptional Circumstances’ are fully evidenced and justified, through the preparation or updating of Plans’. However, once strategic policies have established the need for changes to Green Belt boundaries, further detailed amendments may be made through non-strategic local policies, including Neighbourhood Plans.
- 5.1.5 As set out in Chapter 3, there are significant identified needs for market and affordable housing, as well as land for new employment provision, that cannot be met in full within the existing urban areas of the Borough.

7 Policies Relating to Objective W4

Objective W4: To provide new infrastructure and services to support Warrington's growth; address congestion; promote safer and more sustainable travel; and encourage active and healthy lifestyles.

7.1 Sustainable Travel and Transport

- 7.1.1 With the development of Warrington through the New Town era, came the over reliance on the private car as the favoured mode of transport for the Borough's residents. As the Town has grown over time, the supporting highway infrastructure has not kept pace with the demand for travel, leading to many locations where there is significant traffic congestion (with its consequential environmental impacts).
- 7.1.2 The proposed level of housing and employment growth across the Borough over the plan period means that there is a critical need to address this dependency on the private car and increase the use of public transport, cycling and walking, as alternative ways to travel as well as the need for significant investment in supporting infrastructure. There is also opportunity to minimise the need to travel by providing local facilities and services alongside new development.
- 7.1.3 Good transport links are crucial for a successful economy, a thriving town and villages, and for giving a good quality of life to local residents. The challenge for the Local Plan is therefore to address any identified shortfalls in infrastructure provision, improve connectivity and network efficiency to support economic growth, whilst reducing the need for travel by private car, improving safety, tackling air quality, encouraging active life styles, **contributing towards the Climate Change agenda**; and supporting the transformational change in Warrington's transport networks and services, **as set out in the Council's Local Transport Plan 4 (LTP 4)**.

Policy INF1 – Sustainable Travel and Transport

To deliver the Council objectives of improving the safety and efficiency of the transport network, tackling congestion, reducing carbon emissions and improving air quality, promoting sustainable transport options, reducing the need to travel by private car and encouraging healthy lifestyles, the Council will **e'xpect** development to:

Typo??

1. General Transport Principles:

- a. Be located in sustainable and accessible locations, or in locations that can be made sustainable and accessible;
- b. Ensure priority is given to walking, cycling and public transport within its design, and reducing the need to travel by private car;
- c. Provide infrastructure for the **charging of plug-in** and other **ultra-low emission vehicles**, in line with the Council's Parking Standards SPD (2015);
- d. Support proposals that reduce the level of trips made by single occupancy cars;

The LTP4 consultation with regards to cycling announced "Go Dutch", but did not understand the consequences of this. An extensive reason on how WBC should change Warrington to fit in with "Go Dutch" was submitted. The result was that every household was sent a map of Warrington showing the cycle routes with no cycle infrastructure.

- e. Consider demand management measures including the effective allocation of road space in favour of public transport, pedestrians and cyclists;
- f. Mitigate its impact(s) or improve the performance of Warrington's Transport Network, including the Strategic Road Network, by delivering site specific infrastructure which will support the proposed level of development;
- g. Ensure traffic generated by development is appropriate to the type and nature of the routes available and that there is no adverse impact on the local community;
- h. Improve and develop appropriate road, rail and water freight transport routes and associated multimodal freight transport facilities in order to assist in the sustainable and efficient movement of goods, in accordance with other relevant Local Plan policies;
- i. Consider the impacts on the wider region's Strategic Road Network and work with adjoining Local Planning Authorities and wider stakeholders to assess the impacts of transport initiatives outside of the Borough, where impacts have been identified and need to be mitigated; and
- j. Consider how development can be futureproofed, through the provision of measures to support new and emerging technologies, such as Autonomous Vehicles.

2. Improve Walking and Cycling Facilities (Active Travel) including:

- a. Give a high priority to the needs and safety of pedestrians and cyclists in new developments, through the provision of high quality cycling and walking networks that seamlessly integrate with existing networks;
- b. Improve way finding (including route signage);
- c. Enhance and develop integrated networks of continuous, attractive and safe networks for walking and cycling including well designed and improved roads, Rights of Way and the Greenway Network (as shown on the adopted Policies Map). This should include appropriate segregation of users and high priority should be given to users at junctions. Where appropriate, the Council will consider the use of planning conditions or planning obligations to secure the required improvements;
- d. Increase accessibility for all members' of society through improvements and the provision of new infrastructure to make the most of potential environmental, social and health benefits;
- e. Give priority to routes linking residential areas (especially those in recognised areas of deprivation) with employment areas, transport interchanges and hubs, schools, Warrington Hospital and other local services and facilities;
- f. supporting the provision of new or improved routes between Warrington and surrounding local authority areas; and
- g. Provide high quality secure and conveniently located bicycle parking facilities at new developments, at transport interchanges and hubs, the Town Centre and community facilities.

3. Improve Public Transport Including:

- a. Secure improvements to public transport infrastructure and services (to include bus, rail, taxi and private hire) in partnership, where appropriate with operators and delivery partners;

- 7.1.11 A Travel Plan is essentially an action plan designed to help organisations implement measures to reduce the need for travel and to facilitate and encourage the remainder to travel more sustainably. It should help to reduce local traffic congestion, car parking problems and help to promote healthy lifestyles, economic growth and environmental improvements.
- 7.1.12 For any new development, it is important to encourage sustainable travel options from day one of occupation before car-based travel habits become established. Travel Plans can be origin-based (Residential Travel Plans) or destination-based (Workplace / Business Travel Plans).
- 7.1.13 Where there are major development proposals close to the Council's boundary, the Council will ensure that the cross border impacts are considered as part of the Transport Assessment and liaise with the neighbouring transport authority and Highways England, as required.

Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- **WBC LTP 4 (2019)**
- Local Cycling and Walking Infrastructure Plan (2019)
- Warrington Multi-Modal Transport Model (2016)
- Transport for the North's Strategic Transport Plan (2018)
- WBC Highway Design Guide Notes
- WBC Parking Standards SPD (2015)
- National Planning Policy for Waste (Oct 2014)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- SA Report: Proposed Submission Version Local Plan (2021)
- Climate Emergency Declaration WBC

Council Wide Strategies

- Warrington Means Business

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Neighbouring local authorities
- Sustrans
- Highways England
- Network Rail
- Public Transport operators
- Transport for the North
- Cheshire and Warrington LEP

8.2 Warrington's Historic Environment

8.2.1 The evolution of Warrington has resulted in a valuable legacy of heritage assets throughout the Borough. There are a number of Scheduled Monuments, Listed Buildings, Conservation Areas and a Registered Battlefield, as well as a large number of buildings with local architectural or historic interest.

Include the Battle of Maserfeld as non-designated heritage asset / Locally Listed

8.2.2 Policy DC2 seeks to ensure that the Borough's historic environment is protected, enhanced and proactively managed, whilst supporting appropriate, sustainable development.

Policy DC2 - Historic Environment

General Principles

1. The Council will, through planning decisions and in fulfilling its wider functions, proactively manage and work with developers, the local community and others to support proposals which conserve or, where appropriate, enhance the historic environment of Warrington.

2. Particular consideration will be given to ensure that the significance of those elements of the historic environment which contribute most to the Borough's distinctive identity and sense of place are not harmed. These include, but not exclusively:

a. Evidence of Roman activity such as the settlement at Wilderspool and the roads at Appleton and Stretton.

b. Moated sites, country houses, farmhouses and associated outbuildings in the countryside including Bradley Old Hall, Barrow Old Hall and Bewsey Old Hall.

c. The site of the Battle of Winwick, also known as the Battle of Red Bank, ~~now~~ a registered Battlefield.

d. The Borough's industrial heritage including the Bank Quay Transporter Bridge, Sankey Canal, Bridgewater Canal and Manchester Ship Canal, Sankey Viaduct and other associated infrastructure and buildings.

e. Places of worship of different denominations.

f. The range of civic and institutional buildings, including the Town Hall, Libraries and Schools.

g. The town's mid to late nineteenth century terraces around Palmyra Square.

h. The buildings associated with the Borough's role as a major centre for brewing including the range and quality of its public houses.

i. Conservation Areas and Listed Buildings across the Borough.

j. Key cultural assets encompassing parklands, woodlands, landscapes, canals and riversides, museums, libraries, art galleries, public art, food and drink, customs and traditions.

k. Evidence confirm, St Oswald's Well, Winwick to be the prime location of the Battle of Maserfeld 05 August 642AD (Heritage Gateway Entry: Monument type: Battlefield; Record no. 582. Linked with St Oswald's Well Record no. 591)

3. As well as fulfilling its statutory obligations, the Council will:

a. Seek to identify, protect and enhance local heritage assets through the review and update to its Local List;

b. Promote heritage-led regeneration including in relation to development opportunities;

'Now' is not require as it is a registered battlefield. QED.

See NPPF 192b), 198, 200b), Footnote 68, 201 and 202

With regard to NPPF 200b) the list of assets are listed under one group and therefore must be regarded legally to have the same planning protection regardless of the asset type listed within 200b). See Court judgments: [BARNWELL MANOR] [2014] EWCA Civ 137 paragraphs 27,28;[James Hall] [2019] EWHC 2899 (Admin) paragraph 34; and [Bedford] [2013] EWHC 2847 (Admin), paragraphs 12 to 25. These judgments clarify the application of the NPPF: decision-makers should give "considerable importance and weight" to the desirability of preserving the setting of Assets listed in 200b), when carrying out the balancing exercise, must be properly assessed under the NPPF paragraph 201.

⁶⁸ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

- c. Produce new Conservation Area Appraisals and Management Plans;
- d. Develop a positive strategy to safeguard the future of any heritage assets that are considered to be "at risk";
- e. Adopt a proactive approach to utilising development opportunities to increase the promotion and interpretation of the Borough's rich archaeological wealth; and
- f. Develop a positive heritage strategy for the Borough.
- g. **Apply Court judgments to proposed developments affecting any heritage asset or setting of the the heritage asset in order to ensure the proper operation of planning control. See court judgments Appendix 5 Heritage Assets Assessing Development Proposals**

4. Proposals affecting a designated heritage asset, or an archaeological site of national importance, should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances. Where permission is granted for a development which would result in the partial or total loss of a designated heritage asset, approval will be conditional upon the asset being fully recorded and the information deposited with the Historic Environment Record (HER).

4.1 The NPPF specifies Heritage Assets in order for protection see corrected Heritage Impact Assessment for the Outlying Settlements for the new paragraphs 2.3 and 2.4 Table 1 Significance Classes and Table 2 Harm Grades on how to apply

5. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm to the character of the local area.

6. Where the proposal affects (non-designated) archaeological sites of less than national importance it should conserve those elements which contribute to their significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through the preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development, the findings of which should be deposited with the Historic Environment Record.

7. Proposals within or affecting the setting of a Conservation Area will only be permitted where it preserves or enhances the character and appearance of the area including those elements which have been identified within the Conservation Area appraisal as making a positive contribution to the significance of that area.

8. All applications which affect a heritage asset should be accompanied by a Statement of Significance which may form part of a Design and Access statement and/or a Heritage Impact Assessment. This should provide the information necessary to assess the impact of the proposals on the heritage asset and its setting including demonstrating how the proposal has taken into account the elements that contribute to its significance, including where relevant, its architectural and historic interest, character and appearance.

Why we have taken this approach

8.2.3 The NPPF (2021) identifies conservation and the enhancement of the historic environment as a strategic matter. It goes on to state at paragraph 190 that Plans

should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

- 8.2.4 It is essential to define the key elements that contribute to the Borough's historic environment to ensure they are preserved and where possible enhanced through new development. This is particularly important given the scale of new development proposed over the Plan Period.
- 8.2.5 There are 379 Listed Buildings and 16 Conservation Areas in the Borough, together with a large number of other buildings and structures of interest that are included on a Local List. The Borough also contains 12 Scheduled Ancient Monuments, a Registered Battlefield and a wealth of archaeological remains.
- 8.2.5 ADD: and a Non-designated battlefield . Reason: the Battle of Maserfeld 642. Winwick**
- 8.2.6 Whilst the majority of designated heritage assets across the Borough are in good condition, 4 Listed Buildings and 3 Conservation Areas are included in Historic England's Heritage at Risk Register 2020.
- 8.2.7 **The Council acknowledges that its Local List of non-designated heritage assets is out of date and Parish Councils and other community groups have made a number of suggestions for additions to the Local List. The Council is also aware that not all of the Borough's Conversation Areas have Character Appraisals and Management Plans. Battle of Maserfeld 05 August 642AD must be added, this is a prime historical asset to the origin behind the history of Winwick has not been recognised by the council.**
- 8.2.8 **The Council recognises that it needs to undertake a more proactive role to managing and promoting heritage in the Borough. The Council will therefore work with Historic England, local communities and other relevant Stakeholders, to set out clear priorities for its heritage work. Who and how are those persons contacted?**
- 8.2.8 Add: The Battlefield Trust**
- 8.2.9 The Council will take positive action to secure the retention, repair, maintenance, **promote, protect (NPPF wording)** and continued use of heritage assets and will:
- 8.2.9 ADD: ', promote, protect' and continued use**
- seek support and funding from all available sources to set up grant and repair schemes;
 - use its available powers to take action in the case of vulnerable and deteriorating buildings;
 - seek to secure the retention of buildings of architectural or historic interest, subject to reasonable standards of health and safety; and
 - provide guidance and advice to owners and developers.
- 8.2.10 With regard to buildings at risk, the Council will aim to ensure their continued use, maintenance, repair and restoration, making use of powers available if owners fail to carry out essential repairs, as appropriate.
- 8.2.11 The Council will keep the designation of Conservation Areas under review, update its Local List and bring forward enhancement schemes as resources allow.

- 8.2.12 In support of this work the Council will make use of available sources of finance, guidance and advice, and seek to work in partnership with Historic England where appropriate.
- 8.2.13 As well as confirming the Council's proactive role, the Policy also provides a comprehensive basis to assess development proposals, setting out how development should safeguard and respond to the historic environment.
- 8.2.14 Once lost or altered, features of the historic environment cannot be replaced. It is therefore important that decision making is based on a full understanding of the significance of heritage assets affected by development, the impacts arising from those proposals and the wider public benefit arising from the proposed development.

Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Historic England's Heritage at Risk Register (2020)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- SA Report: Proposed Submission Version Local Plan (2021)

Other Planning Documents

- WBC Design and Construction SPD
- WBC Conservation Area Management Plans
- Historic England Guidance
- **The Battlefields Trust Guidance**

Council Wide Strategies

- WBC Public Art Strategy
- Warrington Means Business

Delivery Partners

- Historic England
- Cheshire Constabulary
- Private Sector Stakeholders
- Public Sector Stakeholders
- Cheshire Archaeology Planning Advisory Services
- **The Battlefields Trust**

Additional to the Delivery Partners to be added "The Battlefields Trust" and to Other Planning Documents add: "The Battlefields Trust Guidance"

8.3 Warrington's Green Infrastructure Network

- 8.3.1 The Borough of Warrington contains significant areas of open countryside, which contain extensive areas of agricultural land, a varied landscape character and important areas of nature conservation value, mostly within the relatively narrow gaps of open land separating Warrington from neighbouring towns and smaller settlements within and beyond the Borough. These areas have been well protected to date primarily through an established and adopted Green Belt.
- 8.3.2 The Borough's environmental assets, include; its sites of international, national and local importance for biodiversity; high value agricultural land on degraded peat and strategic green links such as the Mersey Valley Corridor and Sankey Valley Linear Park, from which a series of wider and parallel links can be accessed. In addition, Warrington lies at the centre of a wetland nature recovery network which stretches from south Lancashire down to south Cheshire, with the international sites of Risley Moss, Holcroft Moss, Rixton Clay Pits SAC and a number of SSSI's (Holcroft Moss, Risley Moss, Rixton Clay Pits and Woolston Eyes) at the heart of it. These assets must continue to be protected and opportunities need to be taken to enhance their function and value, including improving linkages between them, through employing a green infrastructure approach.

Policy DC3 – Green Infrastructure

Strategic Green Infrastructure

1. The Council, in partnership with other agencies and stakeholders will adopt a strategic approach to the care and management of all the Borough's green infrastructure and seek to protect, enhance and extend the multifunctional network in order to maintain and develop the wider public health, active travel, flood management, climate change, ecological and economic benefits it provides.

Green Infrastructure Opportunities

2. A key focus of these efforts will be on reinforcing and maximising the environmental and socio-economic benefits from, the following strategic green links which connect the Borough to the wider sub-region:

- a. The Mersey Valley;
- b. Sankey Valley Park and St. Helens Canal;
- c. The Bridgewater Canal;
- d. The River Bollin; and
- e. The Trans Pennine Trail

3. The Council is committed to supporting wider programmes and initiatives which seek to connect the Borough's Strategic Green Infrastructure assets with residential communities, employment areas and other green infrastructure assets both within and outside of the Borough, including:

- a. Great Manchester Wetlands Nature Improvement Area;

- b. Bold Forest Park;
- c. Walton Hall Estate;
- d. The Mersey Forest;
- e. The Circular Parklands; and
- f. The River Mersey frontage where it passes through the Town Centre.

4. The Council will work with partners to strengthen and expand the network of ecological sites, corridors and stepping stone habitats to:

- a. secure a net gain in biodiversity;
- b. to expand tree cover in appropriate locations across the Borough;
- c. to improve landscape character, water and air quality;
- d. to help adapt to flood risk and mitigate the impacts of climate change;
- e. to contribute to the development of the Mersey Forest;
- f. to contribute to the wider regional nature recovery network of wetland sites by enhancing the wetlands across Warrington; and
- g. to support the retention of underused farmland for habitat creation and management.

Development Proposals affecting Green Infrastructure

5. All development proposals should, as appropriate to their nature and scale:

- a. protect existing green infrastructure and the functions it performs, especially where this helps to mitigate the causes of and addresses the impacts of climate change;
- b. increase the functionality of existing and planned green infrastructure especially where this helps to mitigate the causes of and addresses the impacts of climate change;
- c. improve the quality of existing green infrastructure, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity;
- d. protect and improve access to and connectivity between existing and planned green infrastructure to develop a continuous right of way and greenway network and integrated ecological system/network;
- e. secure new green infrastructure in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards set by the Council in accordance with Policy DC5; and
- f. provide long-term management arrangements for new and enhanced green infrastructure within development sites.

6. Where a loss of, or negative impact on green infrastructure functionality or ecological system/network is unavoidable, development proposals should demonstrate what mitigation measures are proposed and/or replacement green infrastructure will be provided. Any replacement or mitigation measure should seek to secure a net gain in biodiversity assessed against the latest version of the DEFRA Metric and be deployed as closely as possible to the affected green infrastructure asset.

Paragraph 8.3.4 -This is the only mention of Village Greens - this is not acceptable, as village greens are part of the planning structure and require an entry in the policy that affords the legal protection from development in line with the Commons Act 1845 including revisions to the Commons act 2006, and the Commons registrations Act 1965

Additional text to Policy DC3:

7. Where a development is near, next to and/or on a Town and Village Green as registered and managed under the Commons Act 1845 (including revisions) to the Commons Act 2006, and the Commons Registrations Act 1965. Protection under these said Acts shall apply.

8. Where a development is near, next to and/or on Common Land as registered and managed under the Commons Act 1845 (including revisions) to the Commons Act 2006, and the Commons Registrations Act 1965. Protection under these said Acts shall apply.

Why we have taken this approach

Warrington's Green Infrastructure Network

- 8.3.3 The NPPF defines green infrastructure as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- 8.3.4 In respect of Warrington green infrastructure is considered to constitute the Borough's collective network of green spaces and environmental features including for example parks and formal gardens; **village greens**; wetlands, woodlands and meadows; all watercourses, including small brooks, canals and the corridors through which they flow; playing fields, amenity space in housing estates; transport corridors and rights of way. Through recognition of the many benefits it can provide for people and for wildlife, green infrastructure is widely recognised as a critical ingredient in creating successful places where people want to live and work. The policy identifies a number of strategic green links that connect the borough with the wider sub-region and represent opportunities for reinforcing and maximising the environmental and socio-economic benefits that green infrastructure provides (Fig XX).
- 8.3.5 The Mersey Valley Corridor constitutes a wide tract of land (exceeding 2kms in places) extending across the Borough from Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain of the River Bollin in the east. Its value lies in the mix of river valley habitats, notably wetlands, in the context of the Mersey Estuary as a whole - one of the largest estuaries in Europe and supporting internationally important numbers of birds.
- 8.3.6 Sankey Valley Linear Park is an important corridor which runs north-south for over 6 kilometres through Warrington, linking the Green Belt in the north to the River Mersey in the south. It is characterised by 'new town' ecology-led landscaping adjoining Sankey Brook and the St Helens Canal and is important for flora and fauna as well as leisure, recreation and opportunities for active travel.
- 8.3.7 The Bridgewater Canal is a 65km (39 mile) canal stretching from Runcorn to Leigh. It runs through the south of the Borough. From Warrington, the route provides a connection to Runcorn in the west and through Lymm and onwards towards Altrincham in the east.
- 8.3.8 The Transpennine Trail (TPT) is a long distance path running from coast to coast across northern England. It forms part of National Cycle Route 62 and like the Bridgewater canal runs through the south of the Borough, providing a connection to Runcorn/Widnes in the west and through Lymm and onwards towards Altrincham in the east.

Figure XX – Key Green Infrastructure Links/Opportunities

Paragraph 8.3.4 -This is the only mention of Village Greens - this is not acceptable, as village greens are part of the planning structure and require an entry in the policy that affords the legal protection from development in line with the Commons Act 1845 including revisions to the Commons act 2006, and the Commons registrations Act 1965

The Paris COP21, 2015, stated "pledges" which meant just words no action. The council has stated in 9.7.2 'pledges'. Pledges, are not action, pledges are just words, since 2016 'The Earth' has escalated in weather conditions that are a result of continued increase in industrialisation. The Glasgow COP26, 31 October 2021, President said, 'No pledges, now is the time to close the emissions gap'. So Warrington 9.7 is flawed due to their declaration 'pledges'. It is the planning system that has approved and approves the continued increase in industrialisation throughout the world. Warrington's Proposed Local Plan by stating 'pledges' continues the 'just words no action. The section 9.7 needs to be totally re-written to follow the COP 26 presidents opening statement, 'No pledges, now is the time to close the emissions gap', and Prince Charles, 31 October 2021 speaking at the Italy G20, said: The young.... take the leaders are the Stewards of the Planet". The Local People as a consequence of the NPPF paragraph 15 can not support 9.7 and policy ENV7 as it stands, and it must be re-written with 'hopefully' an emissions action agreement from COP26.

9.7 Renewable and Low Carbon Energy Development in Warrington

- 9.7.1 The Government has taken a number of steps to limit the UK's emissions of greenhouse gases through legally binding targets, both now and in the future. As part of an international effort the UK has been signed up to the Kyoto Protocol since 1995 and in 2016 ratified the Paris Agreement. The 2008 Climate Change Act commits the Government to reducing targeted UK greenhouse gas emissions by at least 80% in 2050 from 1990 levels. In April 2021 the Government announced its sixth Carbon Budget and its plan to cut emissions by 78% by 2035 (and to net-zero by 2050).
- 9.7.2 The Council declared a Climate Emergency in 2019. The Council's Climate Emergency declaration **pledges** to make Warrington a net zero carbon area. This will involve both an inward looking focus and an outward looking focus. The latter involves working with partners across the town and region to deliver this goal.
- 9.7.3 The Council's Green Energy Strategy outlines our intentions for our own estate, the emissions of our Borough and how we will look to adapt to climate change. To try to reduce the potentials effects of climate change we need to focus on ensuring we reduce our carbon emissions and protect our natural environment. One way of helping to achieving this goal is to ensure that new development is as energy efficient as possible and to support the provision of renewable and low carbon energy infrastructure.
- 9.7.4 Policy ENV7 sets out a clear approach and gives guidance on how development should respond to energy issues across the Borough.

Policy ENV7 - Renewable and Low Carbon Energy Development

Renewable/Low Carbon Energy Infrastructure

1. Proposals for development that would produce, store and/or distribute low carbon or renewable energy, including the retrofitting of infrastructure to existing development/buildings, will be permitted provided that they satisfy the requirements of other relevant Plan policies and would not result in unacceptable harm to the local environment. The Council will have regard to any environmental, social and/or economic benefits that the proposals would provide, and their number, scale, siting, design and any cumulative impact in conjunction with other proposals.

2. In assessing low carbon and renewable energy proposals, the Council will give positive weight to initiatives which are community-led or where there are direct benefits to the local community through their involvement.

Renewable/Low Carbon Energy in New Development

3. Proposals for new development for housing, employment or other uses will be required to minimise carbon emissions.

9.8.1 states 'health and wellbeing', and Policy ENV8 point 4 states 'Policy OS6', and point 5 states 'local air quality resulting in unacceptable effects on human health'. Policy OS6 allocated land has the National Grid electric overhead cable pylon route crosses the proposed land. The electro-magnetic field (EMF) emitted from these cables are an air pollution that will impact on the health and wellbeing of the occupants of the households, if built. This health hazard or risk is a Risk the Local People as a consequence of the NPPF paragraph 15 can not approve Policy OS2 and therefore can not approve the proposed Local Plan.

9.8 Environmental and Amenity Protection in Warrington

9.8.1 Excessive levels of air, land, noise, vibration, light and water pollution have the potential to have an adverse impact on environmental quality, **health and wellbeing**. It is therefore essential to ensure that, wherever possible, all forms of pollution are considered, managed and mitigated against as part of the development process.

9.8.2 The Council, through its various strategies and action plans, is committed to delivering environmental and amenity improvements across the Borough. The Local Plan plays a key role in implementing these improvements, ensuring that the environment and both existing and future residents/occupiers are not, as far as possible, affected by major existing or potential sources of pollution.

Policy ENV8 - Environmental and Amenity Protection

General Principles

1. The Council requires that all development is located and designed so as not to result in a harmful or cumulative impact on the natural and built environment, and/or general levels of amenity.

2. Development proposals, as appropriate to their nature and scale, should demonstrate that environmental risks have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts to air, land and water quality, whilst assessing vibration, light and noise pollution both during their construction and in their operation.

Air Quality

3. The Council will seek to ensure that proposals for new development will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in the Council's designated Air Quality Management Areas (AQMAs); or will contribute to air pollution in areas which may result in further areas being designated.

4. The main allocations (Policies MD1 to MD6) and the smaller settlement allocations, which line the M62 corridor (**Policies OS1, OS2 and OS6**) and all other new development that exceeds the thresholds for requiring a Transport Assessment, as specified in the Council's Transport SPD, will be required to consider air quality impacts on the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past the Manchester Mosses SAC of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles.

5. Development proposals for sensitive end uses (including but not limited to residential, schools, nurseries, hospitals) are not desirable where they are located in areas of poor air quality including AQMAs, unless a suitable assessment, review and identification of mitigation to lessen the effects on future site users is provided. An air quality assessment will be required where a development may place new sensitive receptors in areas of poor

air quality; and/or that may lead to a deterioration in **local air quality resulting in unacceptable effects on human health** and/or the environment.

Land Quality

6. The Council will ensure that any development proposals on or adjacent to potentially contaminated land; unstable ground or that have a sensitive end use, are suitable for their intended use. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.

7. Development proposals on land that is (or suspected to be) affected by contamination; unstable ground or has a sensitive end use must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or can be made suitable for the proposed use.

8. Development proposals will need to demonstrate that any loss of the Borough's best and most versatile agricultural land will be minimised.

Water Quality

9. Development proposals will not be permitted where it would have an adverse effect on the quality or availability of groundwater resources, watercourses or water bodies.

10. Any proposals for new development within Groundwater Source Protection Zones must accord with central government guidance set out in its Groundwater Protection guides, or any subsequent iteration of the guidance. New development within Groundwater Source Protection Zones will be required to:

- a. be planned so as to mitigate the risk of pollution to the public water supply and the water environment;
- b. undertake a risk assessment and mitigation strategy with respect to groundwater protection to manage the risk of pollution to public water supply and the water environment; and
- c. produce a Construction Management Plan to identify the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify appropriate mitigation measures necessary to protect and prevent pollution of these waters.

Noise Pollution

11. The Council encourages consideration for noise and acoustic mitigation during early stages of design, having regard for layout, siting and internal features.

12. Developments which are noise sensitive end uses near to busy roads or noisy existing businesses will need to demonstrate with any application that appropriate mitigation can be employed and implemented to prevent adverse impacts on health and quality of life for future site users. Such developments need to consider and implement the 'agent of change' principle in accordance within the NPPF.

10.11 Land to the north of Winwick

10.11.1 Land to the north of Winwick between Golborne Road (A573) and Waterworks Lane will be allocated for residential development, providing a minimum of 130 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Winwick and employment opportunities at Omega/Gemini/Winwick Quay.

10.11.2 The development will be designed to respect the setting of the site of the Battle of Winwick, which is a Registered Battlefield.

10.11.2.1 The development will be designed to respect the setting of the site of the Battle of Maserfeld, which is a non-designated Heritage Asset, a major part of the History of Winwick and especially the Church.

10.11.3 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the settlement extension completed in full within the first 10 years of the Plan period.

Policy OS6 – Land to the north of Winwick

1. Land to the north of Winwick (inset settlement) will be removed from the Green Belt and allocated for development for a minimum of 130 homes.

New Homes

2. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

4. Specific provision should be made for self-build/custom build plots, subject to demand as demonstrated by the Council's self-build register.

5. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be expected to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

8. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitches that will serve residents of the development.

Natural Environment

10. The layout of the settlement extension should take account of existing landscape features, including watercourses and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with policy DC4 and national guidelines.

11. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

Green Belt

12. The western, northern and eastern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that reinforces these Green Belt boundaries, particularly the hedgerow along the northern boundary.

13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. Financial contributions will be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most appropriate location.

Transport and accessibility

14. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network to the south and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Newton Road (A49) and Myddleton Lane are accessible by pedestrians.

Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

18. Development proposals will be required to assess the impact on the groundwater environment and the operational asset in close proximity to the site and incorporate appropriate mitigation measures in accordance with Policies INF3 (Parts 5 to 7) and ENV8 (Parts 10 to 13).

19. **The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4).**

20. Development within the site should not impact on the operation of the existing power line that crosses the site.

21. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Historic Environment

22. Development will be required to preserve and enhance the historic environment, heritage assets and their setting.

23. Development proposals will be required to be in accordance with the Winwick Heritage Impact Assessment including the proposed mitigation and enhancement measures.

24. Development proposals will be expected to conserve and enhance the historic significance, appearance and integrity of and the ability to understand and appreciate the setting of the Battle of Winwick. **(Designated Heritage Asset) and the Battle of Maserfeld (Non-designated Heritage Asset).**

Why we have taken this approach

10.11.4 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

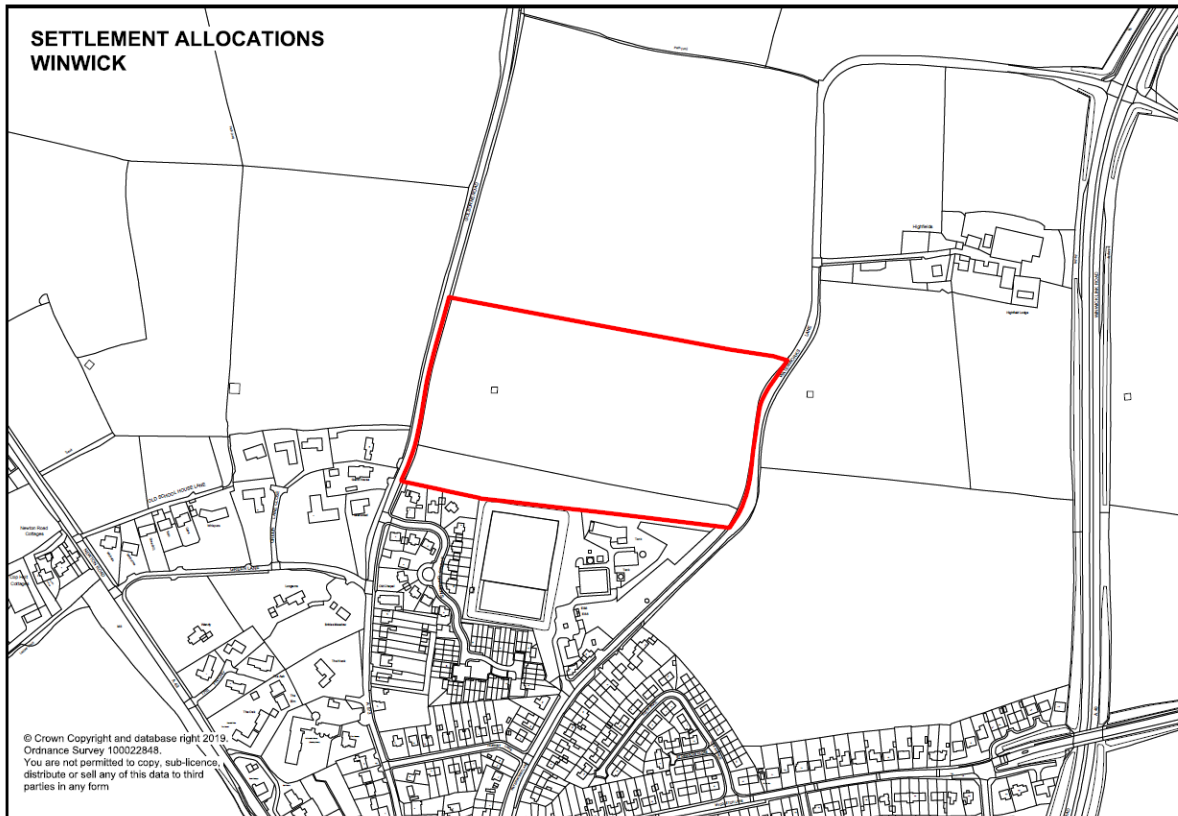
Figure 29 – Winwick Site Boundary

Policy OS6 point 19 Air Quality states ENV8 Part 4, where this part and part 5 refers the local air quality resulting in unacceptable effects on human health. One effect of air pollution is the EMF that is transmitted through the air, the consequence is that EMF impacts is a pollution. Policy OS6 does not state this pollution as highlighted in the 'red' text 9.8.1 below.

Therefore policy OS6 must have an addition to make any prospective buyers of these proposed houses (if the Policy OS6 is approved?) after part or point 19 MUST have:

19.1 Warning: The National Grid Electricity cable pylons above these houses emit dangerous levels of 'Electro-Magnetic Field' (EMF) radiation, that could be detrimental to those who live under or in the close vicinity to these cable runs. If one is concerned then do not purchase any of these properties. The Electricity companies are fully aware of these health and wellbeing issues from electricity pylons.

9.8.1 states 'health and wellbeing', and Policy ENV8 point 4 states 'Policy OS6', and point 5 states 'local air quality resulting in unacceptable effects on human health'. Policy OS6 allocated land has the National Grid electric overhead cable pylon route crosses the proposed land. The electro-magnetic field (EMF) emitted from these cables are an air pollution that will impact on the health and wellbeing of the occupants of the households, if built. This health hazard or risk is a Risk the Local People as a consequence of the NPPF paragraph 15 can not approve Policy OS2 and therefore can not approve the proposed Local Plan.



10.11.5 Its location will ensure good access to services in Winwick local centre, Warrington Town Centre, and major existing and proposed employment areas at Winwick Quay, Omega and Gemini.

10.11.6 The allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure Winwick’s infrastructure can support the increased population generated by the site’s development.

10.11.7 The site is located within Ground Water Source Protection Zones 1 and 2, as well as being in close proximity a significant asset, Winwick Service Reservoir. The service reservoir is an operational asset that operates 24/7 and may result in noise. Also it is surrounded by a network of water supply pipes that transport water to and from the asset, which need to be given due regard in the design and layout of any proposed development. Careful masterplanning is required to mitigate these issues and in particular to mitigate the risk of pollution to public water supply and the water environment. The developer will need to liaise with United Utilities regarding the proximity of development to the existing reservoir and existing water supply pipes. The development should be designed to provide an easement width of 10m (5m either side) of the existing water supply infrastructure. The developer will be required to prepare and agree a management plan to ensure the impacts on the water supply infrastructure is managed and mitigated during the construction process and include mitigating measures to protect against any impact on the water supply infrastructure during the operational life of the development.

10.11.8 Replace 'Battlefield' with 'the Registered Battlefield and the non-designated battlefield (confirmed by Heritage Gateway as 'Battle of Maserfeld, Winwick' being Monument type: battlefield)

10.11.8 The site is located in a sensitive location with regard to historic ~~Battlefield~~. It is therefore imperative that development respects the setting of this important heritage asset.

10.11.9 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- **Heritage Impact Assessment for the Outlying Settlements (2021)**
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- SA Report: Proposed Submission Version Local Plan (2021)

Other Planning Documents

- Planning Obligation SPD

Council Wide Strategies

- WBC Local Transport Plan (LTP4) (2019)

Delivery Partners

- Developers promoting the site for residential development

APPENDIX 4:

BIODIVERSITY

DESIGNATIONS

Appendix 4: Biodiversity Designations and Green Infrastructure Opportunities

European Sites of International Importance (Special Areas of Conservation)

| | |
|---------------|-----------------|
| Holcroft Moss | Rixton Claypits |
| Risley Moss | |

Sites of Special Scientific Interest (SSSI)

| | |
|-----------------|---------------|
| Holcroft Moss | Risley Moss |
| Rixton Claypits | Woolston Eyes |

Regionally Important Geological Sites (RIGs)

| | |
|----------|-------------------|
| Lymm Dam | Lymm - The Dingle |
|----------|-------------------|

Local Nature Reserves

| | |
|--------------------|-----------------|
| Colliers Moss | Risley Moss |
| Paddington Meadows | Rixton Claypits |

Local Wildlife Sites

| | |
|---------------------------------------|-----------------------------------|
| Appleton Reservoir | Moss Side Farm |
| Bewsey Tip | Paddington Meadows |
| Bog Rough | Pestfurlong Moss |
| Burtonwood Moss | Radley Plantation |
| Burtonwood Nature Park | Rixton Brickworks (North) |
| Croft Grasslands | Rixton Brickworks (South) |
| Dennow Wood | Rixton Moss |
| Eleven Acre Common | Rows Wood |
| Gatewarth Landfill Site | Sankey Brook |
| Gemini Washlands | Sankey Canal Central |
| Gorse Covert Mounds | Silver Lane Ponds |
| Grappenhall Heys (Part 1) | St Helens Canal (East) |
| Grappenhall Heys (Part 2) | St Helens Canal (West) |
| Heatley Lake | Statham Ox-Bow |
| Heatley Lake (Pond) | Stockton Heath Rifle Range Quarry |
| Helsdale Wood & Newhey's Plantation | Stretton Moss |
| Hitchfield Wood | The Bongs and the Gorse |
| Houghton Green Pool | The Dingle and Ford's Rough |
| Ladies Walk Wood | The Twiggeries |
| Latchford Railway Sidings | Thelwall Meadow |
| Little and Big Moss Woods (Part 1) | Twenty Acre Wood |
| Little and Big Moss Woods (Part 2) | Upper Mersey Estuary |
| Little and Big Moss Woods (Part 3) | Walton Locks |
| Lymm Dam Complex | Westy Point |
| Lymm Dingle | Winwick Old Quay |
| Mary Ann Plantation | Woolston Moss |
| Moore Nature Reserve | Woolston New Cut Canal |
| Morton Marsh & Upper Moss Side Fields | |

Strategic Green Links

| | |
|---|------------------------|
| The Mersey Valley (including St. Helens Canal and the River Bollin) | Sankey Valley Park |
| The Bridgewater Canal | The Transpennine Trail |

Nature Improvement Area (NIA) **Why have Town and Village Greens and Common Land designation been excluded? These are classed as Green Spaces. All the known Village Greens and Common Lands designations in the Borough of Warrington need to be added to Appendix 4**

Great Manchester Wetlands

APPENDIX 5:

HISTORIC

ASSETS

| | | |
|---|--|----|
| ROMAN CATHOLIC CHURCH AT WINWICK PSYCHIATRIC HOSPITAL | ROMAN CATHOLIC CHURCH AT WINWICK PSYCHIATRIC HOSPITAL HOLLINS LANE Winwick Warrington | II |
| THELWALL HEYS | THELWALL HEYS CLIFF LANE Grappenhall and Thelwall Warrington | II |
| WILDERSPOOL HOUSE AND ATTACHED GARDEN WALL AND RAILING | WILDERSPOOL HOUSE AND ATTACHED GARDEN WALL AND RAILING WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington | II |
| CHURCH OF ST HELEN | CHURCH OF ST HELEN MANCHESTER ROAD HOLLINFARE Rixton-with-Glazebrook Warrington | II |
| MILESTONE | MILESTONE NEWCHURCH LANE Culcheth and Glazebury Warrington | II |
| MILESTONE | MILESTONE WARRINGTON ROAD OPPOSITE ROWE FARM Croft Warrington | II |
| MILESTONE | MILESTONE WARRINGTON ROAD Culcheth and Glazebury Warrington | II |
| MILESTONE | MILESTONE A49 Appleton Warrington | II |
| MILESTONE | MILESTONE LIVERPOOL ROAD Great Sankey Warrington | II |
| MILESTONE | MILESTONE WARRINGTON ROAD Penketh Warrington | II |
| MILESTONE OUTSIDE 90 FEARNHEAD LANE | MILESTONE OUTSIDE 90 FEARNHEAD LANE FEARNHEAD LANE Poulton-with-Fearnhead Warrington | II |
| MILESTONE | MILESTONE MANCHESTER ROAD Rixton-with-Glazebrook Warrington | II |
| MILESTONE | MILESTONE MANCHESTER ROAD Rixton-with-Glazebrook Warrington | II |
| MILESTONE | MILESTONE MANCHESTER ROAD HOLLINS GREEN Rixton-with-Glazebrook Warrington | II |
| MILESTONE | MILESTONE LONDON ROAD A49 SWING BRIDGE Stockton Heath Warrington | II |
| MILESTONE | MILESTONE LONDON ROAD Stretton Warrington | II |
| MILESTONE | MILESTONE GOLBORNE ROAD Winwick Warrington | II |
| MILESTONE | MILESTONE WINWICK ROAD A49 Winwick Warrington | II |
| MILESTONE | MILESTONE MANCHESTER ROAD Woolston Warrington | II |
| MOUNTING BLOCK | MOUNTING BLOCK CHESTER ROAD Grappenhall and Thelwall Warrington | II |
| MOUNTING BLOCK | MOUNTING BLOCK SWAN GREEN Winwick Warrington | II |
| WAR MEMORIAL | WAR MEMORIAL LUMB BROOK ROAD APPLETON THORN Appleton Warrington | II |
| WAR MEMORIAL | WAR MEMORIAL ST MARY'S ROAD Penketh Warrington | II |
| WAR MEMORIAL | WAR MEMORIAL HOLLINS GREEN Rixton-with-Glazebrook Warrington | II |
| GLAZEBROOK STATION, INCLUDING STATION HOUSE AND NORTH PLATFORM BUILDING | GLAZEBROOK STATION INCLUDING STATION HOUSE AND NORTH PLATFORM BUILDING GLAZEBROOK LANE Rixton-with-Glazebrook Warrington | II |
| COLLINS GREEN FARMHOUSE | COLLINS GREEN FARMHOUSE 3 PENKFORD LANE COLLINS GREEN Burtonwood and Westbrook Warrington | II |
| MOUNTING BLOCK | MOUNTING BLOCK LIVERPOOL ROAD Great Sankey Warrington This could also be a Travellers Rest | II |

Not Mounting Block correct title is TRAVELLERS REST, installed by Dr Kendrick circa 1850 to 1860's. Incorrect description made by Historic England at registration.

| | | |
|--|---|----|
| HATTON ARMS K6 TELEPHONE KIOSK | HATTON ARMS K6 TELEPHONE KIOSK HATTON LANE HATTON Hatton Warrington | II |
| CHURCH OF OUR LADY OF THE ASSUMPTION | CHURCH OF OUR LADY OF THE ASSUMPTION ST MARY'S STREET WARRINGTON Non Civil Parish Warrington | II |
| THELWALL WAR MEMORIAL | THELWALL WAR MEMORIAL BELL LANE Grappenhall and Thelwall Warrington | II |
| Monks Siding Signal Box | Non Civil Parish Warrington | II |
| The Polygons, including terraces, encircling path, reflecting pool and eastern boundary wall | 9c Dane Bank Road Lymm Cheshire WA13 9DQ Lymm Warrington | II |
| Warrington Cenotaph | Junction of Knutsford Road and Wilderspool Causeway Warrington Cheshire Non Civil Parish Warrington | II |
| Bridgewater Canal Pickering's Bridge | Grappenhall and Thelwall Warrington | II |
| Lymm War Memorial | Churchyard of St Mary the Virgin Church Road Lymm Warrington WA13 OAP Lymm Warrington | II |
| Parish Boundary Stone, Broseley Lane | Broseley Lane Culcheth Warrington WA3 4BG Culcheth and Glazebury Warrington | II |
| Pickett-Hamilton Fort | Burtonwood and Westbrook Warrington | II |

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

| Name | Address | Parish |
|---------------------------------------|--------------------------|----------|
| Nook Farmhouse & Barns | Arley Road | Appleton |
| Springside | Arley Road | Appleton |
| Hillfoot Farmhouse | Hough's Lane | Appleton |
| Hill Cliffe Baptist Church | Red Lane | Appleton |
| Wright's Green Cottage | Lumb Brook Road | Appleton |
| Patch Cottage | Lumb Brook Road | Appleton |
| Thorn Brow Farmhouse | Green Lane | Appleton |
| Lych Gate to Fox Covert Burial Ground | Firs Lane/ Windmill Lane | Appleton |
| War memorial | Lumb Brook Road | Appleton |
| Quarry Cottage | Quarry Lane | Appleton |
| Birch Tree House | Off Red Lane | Appleton |
| Walnut Tree Farmhouse | Stretton Road | Appleton |
| Appleton Thorn Village Hall | Stretton Road | Appleton |
| Cabbage Cottage | 40 Chapel Lane | Appleton |
| Thorn House (Appleton Thorn Vicarage) | Green Lane | Appleton |
| 1 Cross Cottages | Pepper Street | Appleton |
| 2 Cross Cottages | Pepper Street | Appleton |
| Cann Lane Farm House | Cann Lane | Appleton |
| Sandstone gateways and walls | By 171 London Road | Appleton |
| Persian Cottage & Cheriton Cottage | Lumb Brook Road | Appleton |
| Bramble Barn The Hurst | Off Firs Lane/ Park Lane | Appleton |
| Lanehurst Barn The Hurst | Off Firs Lane/ Park Lane | Appleton |
| Barn at Walnut Tree Farm | Stretton Road | Appleton |
| Memorial Cross St. Cross Church | Stretton Road | Appleton |
| Brook House | Cann Lane South | Appleton |
| Culeen House | Cann Lane South | Appleton |
| Lodge to Underclyffe House | 171 London Road | Appleton |
| Sandstone piers and wall | London Road | Appleton |

| | | |
|---|--|-----------------------|
| Corner building Arpley Street | Junction of Wilson Patten St. & Arpley St. | Warrington Unparished |
| The British Aluminium Recreation Club | Grange Avenue | Warrington Unparished |
| Warrington Bridge | Bridge Foot/Bridge Street | Warrington Unparished |
| Former shop - Hepworths | Corner Market Gate & Bridge Street | Warrington Unparished |
| Friars Green Church | Cairo Street | Warrington Unparished |
| War Memorial | o/s Crosfields, Liverpool Road | Warrington Unparished |
| Oakwood Infants School | Oakwood Avenue | Warrington Unparished |
| Oakwood Junior School | Oakwood Avenue | Warrington Unparished |
| School Tower & Ancilliary Building | Oakwood Avenue | Warrington Unparished |
| 110 -128 | Bridge Street | Warrington Unparished |
| 32-38 Facade | Bridge Street | Warrington Unparished |
| Garnett CWS Tower (Demolished) | Barbauld Street | Warrington Unparished |
| Rylands Old Pavilion Building | Gorse Lane | Warrington Unparished |
| Woodbine Terrace | Grammar School Road | Warrington Unparished |
| The Laurels | Grammar School Road | Warrington Unparished |
| Ex-railway bridge | Knutsford Road | Warrington Unparished |
| Ex Baptist Chapel | Lekh Street | Warrington Unparished |
| Crosfields Offices | Liverpool Road | Warrington Unparished |
| The Sloop P.H. | Liverpool Road | Warrington Unparished |
| Kendrick Building - Warrington Hospital | Lovely Lane | Warrington Unparished |
| St.Albans War Memorial | Bewsey Street | Warrington Unparished |
| Workhouse - General Hospital | Lovely Lane | Warrington Unparished |
| Stone | Rear 19 Godfrey Street | Warrington Unparished |
| Stone | Rear 60 Gorse Lane | Warrington Unparished |
| Stone | Rear 88 Gorse Lane | Warrington Unparished |
| Orford Hall Gatepiers | Orford Avenue | Warrington Unparished |
| Latchford Conservative Club | St.Marys Street Latchford | Warrington Unparished |
| Central House | Central Way/Winwick Street | Warrington Unparished |
| Beamont School | O'Leary Street | Warrington Unparished |
| Boundary Wall to Peninsula Barracks | O'Leary Street | Warrington Unparished |
| 122 to 126 | Bridge Street | Warrington Unparished |
| Barns at Ford Farm | Eastford Road | Warrington Unparished |
| Richard Fairclough School - formerly | Wash Lane/Halla-Way | Warrington Unparished |
| Bolton Council School | Longdin Street | Warrington Unparished |
| Alderman Bolton Infant School | Longdin Street | Warrington Unparished |
| Brook House | Grammar School Road | Warrington Unparished |
| Former Vicarage | 86 Orford Avenue | Warrington Unparished |
| | 43 to 51 Sankey Street | Warrington Unparished |
| | 2 to 6 Egypt Street | Warrington Unparished |
| Insurance House | 13 Arpley Street | Warrington Unparished |
| | 14 to 32 Buttermarket Street | Warrington Unparished |
| The Swan Hotel | Golborne Road | Winwick |
| The Elms | 4 Golborne Road | Winwick |
| | 17 Golborne Road | Winwick |
| The Plough PH | Mill Lane | Winwick |
| | 14 Radley Lane | Winwick |
| The Cottage | Parkside Road | Winwick |
| Farm buildings | Delph Lane | Winwick |
| Barn at rear of Coachmans Cottage | Delph Lane | Winwick |
| Southern Waterworks Cottage | Waterworks Lane | Winwick |
| Northern Waterworks Cottage | Waterworks Lane | Winwick |
| 1 & 2 Waterworks cottages | Delph Lane | Winwick |
| 2, Waterworks Cottage | Delph Lane | Winwick |

Travellers Rest Stone circa 1860

Location junction of Newton Road and Hermitage Green Lane

Winwick

| | | |
|---|-----------------------------------|----------|
| Cross/Memorial outside St.Oswalds Church | Newton Road | Winwick |
| Old Mounting block outside St.Oswalds Church | Newton Road | Winwick |
| Church Walk Cottages | Church Walk | Winwick |
| Former Methodist Chapel | Golborne Road, next to 37 | Winwick |
| The Hermit Inn P.H. Demolished | Golborne Road | Winwick |
| Rose Mount Terrace | Golborne Road, next to Hermit Inn | Winwick |
| Cop Holt Cottages | Newton Road | Winwick |
| Newton Road Cottages | Newton Road | Winwick |
| Pipers Hole Cottage | Parkside Road | Winwick |
| Monk House | Parkside Road | Winwick |
| Coach house | Rear of Swan Hotel, Golborne Road | Winwick |
| Boundary Wall | Pilgrim Close o/s no.6 | Winwick |
| Gerosa Avenue | off Golborne Road | Winwick |
| Former cellar to Pipers Hall | off Golborne Road | Winwick |
| Former Winwick Hospital boundary walls and gate piers | Winwick Road | Winwick |
| Hospital houses and cottages | Hollins Lane | Winwick |
| Winwick Hall (Hollins Park Hospital) | Off Hollins Lane | Winwick |
| Old part Winwick Primary School | Myddleton Lane | Winwick |
| Old Rectory | Rectory Lane | Winwick |
| Oven Back Farm | Winwick Lane | Winwick |
| The Terrace | Myddleton Lane | Winwick |
| Milestone | Golborne Road o/s no.10 | Winwick |
| Milestone | o/s no.87 Winwick Road | Winwick |
| Lodge | Delph Lane | Winwick |
| No.4 | Hollins Drive | Winwick |
| Coachmans Cottage | Delph Lane | Winwick |
| C of E Mission School | Warren Lane | Woolston |
| War Memorial | Weir Lane | Woolston |
| Milestone | Manchester Road/ Redwood Close | Woolston |
| Woolston Lodge | Weir Lane | Woolston |

Site of Battle - Maserfield

Location Hermitage Green, linked to St Oswald's Well, Barrow Cemetery, Winwick Church and to ancient and current place-names called Makerfield

Winwick

Scheduled Ancient Monuments

| Name | Address |
|--|--|
| Bank Quay Transporter bridge | Bank Quay |
| Barrow Old Hall moated site | Barrow Hall Lane, Great Sankey |
| Bewsey Old Hall moated site, fishpond and connecting channel | Sankey Valley Park, Bewsey |
| Bradlegh Old Hall moated site and Fishpond | Bradley Lane, north of Lumber Lane , Burtonwood |
| Bradley Hall moated site | South of Grappenhall Lane/Cliffe Lane junction, Appleton |
| Lymm Hall moated site and ice house | Rectory Lane, Lymm |
| Rixton Old Hall moated site | South of Manchester Road, Rixton |
| Roman settlement at Wilderspool | South of Loushers Lane, Warrington |
| St. Oswald's Well | Off Parkside , Winwick, 150 metres south of woodland Off Parkside Road |
| Tumulus Bowl Barrow | West of Highfield Lane and North of Myddleton Lane, Winwick |
| Two Cockpits | 125m west of Lymm Hall, Rectory Lane, Lymm |
| Two sections of Roman Road between Appleton and Stretton | North and South of Stretton Road by Park Royal Hotel |

Addition to Appendix 5

Scheduled Battlefields

Battle of Winwick

Location: Land to the north of Winwick in the area of A49 and A573 and Winwick Church.

The registered Battlefield straddles the two boroughs of St.Helens and Warrington

| Conservation Areas |
|---|
| Bewsey Street |
| Bridge Street |
| Buttermarket Street |
| Church Street |
| Culcheth Newchurch Hospital |
| Grappenhall Victoria Road/York Drive |
| Grappenhall Village |
| Greenalls Brewery |
| Lymm Village |
| Palmyra Square |
| Stockton Heath |
| Stockton Heath - Ackers Road/Marlborough Crescent |
| Thelwall Village |
| Town Hall |
| Walton Village |
| Winwick Street |

Additional entry to Appendix 5 Heritage Assets

Court Judgments

On the application of the NPPF on designated Heritage Assets (including those listed under Footnote 68)

With regard to NPPF 200b) the list of assets are listed under one group "Substantial harm to or loss of assets of the highest significance" and therefore must be regarded legally to have the same planning protection regardless of the asset type listed within 200b) to be wholly exceptional⁶⁸. See Court judgments: [Bedford] [2013] EWHC 2847 (Admin), paragraphs 12 to 25; [BARNWELL MANOR] [2014] EWCA Civ 137 paragraphs 26 to 29; and [James Hall] [2019] EWHC 2899 (Admin) paragraph 34. These judgments clarify the application of the NPPF: *decision-makers should give "considerable importance and weight" to the desirability of preserving the setting of Assets listed in 200b), when carrying out the balancing exercise, must be properly assessed only under the NPPF paragraph 201.*

That is an asset in 200b) can not be assessed under the NPPF paragraph 201, or else a *grant of permission would no longer have to be "wholly exceptional"*.

⁶⁸ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

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